

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONER

FOR

1868.

REPORT.

To The General Assembly of the State of Vermont:

The undersigned has the honor to submit the following Report, upon the condition and management of the several Railroads in the State, for the year ending Aug. 31, 1868.

In compliance with the Statute, defining the duties of Railroad Commissioner, I furnished the officers and managers of Vermont Railroads with the form of a Report required of them, accompanied by a request that the same be perfected and returned to me for the use of the General Assembly at its present session. So far as I am in receipt of such reports they are submitted herewith.

The Railroads in Vermont are far from being perfect; but in passing over them from time to time,—which I have done, with the exception of the Atlantic & St. Lawrence Road,—I have noticed a marked improvement in the condition of road-beds and tracks, compared with what they were at the commencement of my official term.

I have not given as much time or attention to the examination of bridges as I should have done had I been an experienced bridge-builder. Railroad bridges are, as they should be, under the constant supervision of practical mechanics, upon the faithful discharge of whose duties, in time to come as in time past, the traveling public must rely for safe conveyance.

My attention was called at an early day to the existence of just cause for complaint, growing out of the want of proper notice of the departure of certain trains moving north from White River Junction. The annoyance had not

escaped the vigilance of Railroad managers. So far as I am informed at present, occasion for complaint no longer exists in that direction.

A partial connection has been effected at the State line, between the Bennington & Rutland Road and the road leading to Troy.

The work on the Lebanon Springs Road is being vigorously prosecuted. Its completion will secure an outlet to the business of Western Vermont, the want of which has been a source of great inconvenience and loss to the large and important manufacturing interests in that section of the State.

The Woodstock Railroad, incorporated in 1863, is under contract, and will without doubt be completed within a year.

An organization of the Rutland & Woodstock Road has been had within a few weeks. In the event of its construction, an important link will have been supplied between the Great West and our eastern seaboard.

Until within the past year, Vermont roads have never contributed to the catalogue of railroad disasters which from time to time have shocked the entire country. The catastrophe which occurred at Northfield on the 11th day of December, 1867, was of that character. Legislation cannot now prevent it. The like of it, without legislation, will never occur again. It has become a part of the history of our Railroads ; there it must remain, an ever present admonition to railroad managers and operatives, of the unyielding necessity—in the management of railroads—to exercise at all times every possible precaution against the recurrence of similar calamities.

Respectfully submitted.

WILLIAM ROUNDS,

Railroad Commissioner.

CHESTER, Sept. 5th, 1868.

ANNUAL REPORT
OF THE
VT. CENTRAL RAILROAD CO.,
FOR THE
YEAR ENDING MAY 31, 1868.

TABLE A.

STOCK AND DEBTS.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$8,402,054 92

Expended since last report, viz:

For graduation and masonry,

- " bridges,
- " rails,
- " chairs, spikes and ties,
- " laying superstructure,
- " buildings and fixtures,

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, (Vt. Central,)	117 miles.
" " (Vt. & Canada,)	65½ "
" " completed,	182½ "
" " branches,	2 "
" " side track,	30¾ "
Weight of rail per yard,	57 to 63 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	8		8085
Truss bridging, 50 feet span and under,	45	55	1595
Truss do., from 50 to 100 feet span,	6	6	357
Truss do., from 100 to 150 feet span,	19	30	3681
Truss do., 150 feet span and over,	13	27	4240
Draw bridges,	2		244
 Totals,	93	118	18,202

Number road crossings at grade,	125
Number of road crossings above and below grade,	34
Number of cross ties per mile,	2500
Chairs, number per mile,	440 to 600
Whole number of switches on main track,	145

GRADIENTS AND ALIGNMENT.

Level, number of miles,	
Maximum grade,	
Amount of straight line, on Vt. Central,	83 miles.
Amount of curved lines, on Vt. Central,	34 "

Maximum radius, on Vt. Central,	11,460 feet.
Minimum radius, on Vt. Central,	1,146 "
Sum of ascents going in one direction,	
Sum of ascents going in opposite direction,	
Height of termini and summit above tide water,	

BUILDINGS AND FIXTURES.

Passenger houses,	36
Freight houses,	35
Engine houses,	5
Repair shops,	3
Water stations,	28
Dwellings,	22
Wood sheds,	51
Turn-Tables,	5

Other buildings, as follows :

EQUIPMENT.

Number of locomotives owned by the Company on the 31st day of May, 1868 :

	Under 18 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,					
Requiring slight repairs,					
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the Company, May 31, 1868.

First class 8 wheel passenger cars in good repair,	34
First class 8 wheel passenger cars wanting repair,	8
Second class 8 wheel passenger cars in good repair,	0
" " " wanting repairs,	0

Baggage, express and mail cars in good repair,	15
Baggage, express and mail cars wanting repair,	1
Covered freight and cattle 8 wheel cars, in good repair,	908
Covered freight and 8 wheel cars, wanting repair,	38
Platform 8 wheel cars, in good repair,	187
Other freight cars,	21
Gravel cars,	42
Average weight of passenger cars,	15 tons.
do do baggage do	10 do
do do box do	7 $\frac{3}{4}$ do
do do platform do	6 $\frac{3}{4}$ do

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	434,785
Miles run by freight trains,	707,318
Miles run by gravel and construction trains,	33,345
Miles run by wood trains,	32,861
Number of through passengers carried in cars,	139,156 $\frac{1}{2}$
Number of way passengers,	221,038 $\frac{1}{2}$
Number of passengers having passes,	
Number of miles traveled by way passengers,	4,479,950
Average distance traveled by way passengers,	20 $\frac{1}{4}$
Number of miles traveled by passengers having <i>passes</i> ,	
Number of tons of through freight,	232,085
Number of tons of way freight,	245,523
Number of tons of way freight carried 1 mile,	17,065,262
Number of tons of through freight moved toward market,	
Number of tons of through freight moved from market,	
Number of tons of way freight moved towards market,	

Number of tons of way freight moved from market,	
Average rate of speed of ordinary passenger trains,	22 m. pr. hour.
Average rate of speed of express trains,	27 do
Average rate of speed of freight trains,	12 do
Rate of fare charged first class through passengers per mile,	3 cents.
Rate of fare charged first class way passengers, per mile,	4 do
Average rate of fare charged second class passengers, per mile,	2 do
Rate per ton per mile charged on 1st class through freight,	Rates vary
Rate per ton per mile charged on 2d class through freight,	from
Rate per ton per mile charged on 3d class through freight,	one and
Rate per ton per mile charged on 4th class through freight,	a quarter to
Rate per ton per mile charged on 1st class way freight,	ten cents per mile
Rate per ton per mile charged on 2d class way freight,	according to
Rate per ton per mile charged on 3d class way freight,	season, grade and
Rate per ton per mile charged on 4th class way freight,	distances.
Total number of tons of freight carried one mile,	47,067,328
Total number of passengers carried one mile,	14,520,100

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1868.

Ordinary repairs of road bed and superstructure,	\$159,790 17
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	103,889 09
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	31,918 13
Number of cross ties used for renewals,	
Cost of same,	27,646 64
Cost of relaying rails and ties,	5,012 18
Insurance and taxes on real estate,	8,662 79
Repairs of bridges,	55,653 54
do stations,	18,801 16
do fences,	6,465 36
do depot furniture,	6,683 92
Total,	\$423,972 98

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$ 99,412 00
Repairs of passenger and baggage cars,	60,529 91
Repairs of freight cars,	114,507 62
Repairs of tools and machinery in work shops,	8,933 48
Oil used about workshops,	2,955 37
Fuel,	13,175 60
Waste,	369 65
Repairs of gravel, section, and hand cars, snow ploughs and road tools,	5,795 09
Other items in detail as follows.	
Total,	\$305,678 72

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1868.

Wood, including the cost of preparing the same,	\$195,076	47
Number of cords of wood used by locomotives,		
do tons of coal do		
Number of cords of wood used at stations,		
do tons of coal, do		
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		
Cost of oil and waste for engines and tenders,	17,614	05
do do pass. and bag. cars,	2,834	13
do do freight cars,	6,293	32
Loss and damage of goods,	5,319	45
Loss and damage of baggage,	1,151	94
Damages for injuries to persons,	808	11
Damages to property, including fire, and ani-		
mals killed on road,	1,756	43
Clerks in general offices, &c.,	20,687	34
Agents at stations,	36,196	88
Labor loading and unloading freight,	37,321	65
Watchmen,	10,500	41
Switchmen,	12,726	03
Advertising,	1,372	95
Conductors, baggagemen and brakemen,	70,884	98
Enginemen and firemen,	62,643	95
For salaries of trustees, president, directors,		
secretaries, treasurer and superintendent,	20,127	48

For printing and stationery,	6,351 85
For law expenses,	5,005 72
Other expenses, not included above,	30,775 49
Total,	\$545,448 63

RECAPITULATION OF EXPENSES.

Maintaining roadway,	423,972 98
Repairs of machinery,	305,678 72
Operating,	545,448 63
Proportion of expenses due to passenger business,	
Proportion of expenses due to freight business,	
Total,	\$1,275,100 33

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$536,200 69
From freight,	1,209,851 17
From other sources, viz:	
Expresses,	12,270 02
Mails,	27,135 00
Rents,	2,624 19
Miscellaneous,	325 28
Total,	\$1,788,406 35

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	}	Bro't forward, \$1,275,100 33
For freight business,		
For other business, and what,		

Balanee,	\$513,306 02
Of which sum there has been expended for for building new draw at Rouse's Point, together with interest, government taxes and other items, the sum of	<u>251,461 86</u>

VALUE OF MATERIALS ON HAND.

Wood, cords of, 67,533, valued at	\$263,700 11	
Coal, tons of,	" 1,209 92	
Oil, gallons of,	" 2,079 00	
Waste, pounds of,	" 250 00	
Iron rails, tons of, old,		
Iron rails, tons of, new,		
Chairs, pounds of,		
Spikes, pounds of,		
Ties, number of,		
Iron and other metals, unwrought,	Valued	70,687 17
Iron and other metals, worked and		
partly worked,		
Lumber, valued at	13,640 74	

Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,	
Actual cost of transporting passengers, per mile,	

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1868.

SOURCE.	JUNE, 1867.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.
Through passengers,	21,708 30	37,344 21	38,924 89	36,844 05	42,161 33	38,448 44
Way passengers,	14,302 12	18,654 13	20,251 46	19,968 96	18,681 01	14,737 99
Through freight,	78,703 39	95,153 19	100,712 87	114,747 92	129,167 75	113,171 78
Way freight,	12,918 68	11,537 24	12,646 00	12,350 91	14,349 95	18,306 75
Express,	968 33	968 33	968 33	968 33	968 33	968 33
Transport of mails,	2,261 26	2,261 25	2,261 25	2,261 25	2,261 25	2,261 26
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in details, as follows:	14 00					858 63
Total,	130,786 08	165,918 35	175,856 46	187,259 35	207,622 75	188,753 18

DETAILS OF EARNINGS CONTINUED.

SOURCE.	DEC. 1867.	JAN. 1868.	FEBRUARY.	MARCH.	APRIL.	MAY.
Through passengers,	24,076	64	18,383	40	18,458	25
Way passengers,	11,642	92	10,427	66	9,644	12
Through freight,	61,764	14	58,914	88	53,658	23
Way freight,	6,745	83	7,179	30	7,375	36
Express,	1,076	71	1,076	67	1,076	67
Transport of mails,	2,261	26	2,261	25	2,261	25
Use of engines,					739	56
Use of cars,					706	19
Rent,						319
Other earnings specified in detail, as follows:	68	56				81
Total,	107,636	66	98,243	16	92,473	88
					114,319	99
					149,909	65
					169,537	44

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,	16	39		
Run over while walking on track,				
Injured at road crossing,				
Fell from train while in motion,	3		4	
Total,	19	39	4	

Total number of persons killed,	23
Total number of persons injured but not killed,	39

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

18 Conductors of passenger trains,	
Amount of compensation, (each per month),	\$50 to 75
31 Conductors of freight trains,	
Amount of compensation, (each per month),	50 to 65
2 Conductors of wood and gravel trains,	
Amount of compensation, (both per month),	52
2 Master mechanics,	
Amount of compensation, (both per year),	3,000
2 Road masters,	
Amount of compensation, (both per year),	1,800
278 Men in repair shops,	
Amount of compensation, (each per day),	1 to 4.50
14 Enginemen of passenger trains,	
Amount of compensation, (each per day),	3 00
33 Enginemen of freight trains,	
Amount of compensation, (each per day),	2 50 to 3 00
2 Enginemen of wood and gravel trains,	
Amount of compensation, (each per day),	3 00
53 Firemen,	
Amount of compensation, (each per day),	1 75
9 Baggage men,	
Amount of compensation, (each per month),	45 to 50
26 Switchmen,	
Amount of compensation, (each per month),	26 to 52
48 Section men, (foremen),	
Amount of compensation, (each per day),	2 00
247 Section hands,	
Amount of compensation, (each per day),	1 50 to 1 60
	2

35 Watchmen,	
Amount of compensation, (each per month),	10 to 45
36 Station agents,	
Amount of compensation, (each per month),	10 to 100
437 Other laborers,	
Amount of compensation,—various.	
4 Clerks connected with passenger business,	
Whole amount of compensation, (per year),	2,990
9 Clerks connected with freight business,	
Whole amount of compensation, (per year),	6,580
Superintendent of bridges—salary, do	1,500
Wood agent, do	1,400
Other agents—how employed—and the salary of each, as follows, viz :	

OFFICERS OF THE COMPANY—SALARIES.

Trustees,
President,
Superintendent,
Treasurer,

STATE OF VERMONT, } day of 186
COUNTY, ss. }

I, Treasurer of
the Railroad
Company, do solemnly swear that the above is a true state-
ment of the condition of the finances of said company, their
Trustees, or assignees or lessees, on the day of
186

Treasurer.

Sworn before me,

Justice of the Peace.

STATE OF VERMONT, }
FRANKLIN COUNTY, SS. } St. Albans, Aug. 21, 1868.

WE depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

J. GREGORY SMITH,
ROBERT F. TAYLOR.

Trustees and Managers.

Subscribed and sworn to before me this 21st day of August, 1868.

SAMUEL WILLIAMS,

Notary Public.

ANNUAL REPORT
OF THE
VT. AND CANADA RAILROAD CO.,
FOR THE
YEAR ENDING JUNE 30, 1868.

TABLE A.

STOCK AND DEBTS.

Capital Stock on the 1st of June, 1868,	\$2,500,000 00
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TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz:

For graduation and masonry,

“ bridges,

“ rails,

“ chairs, spikes and ties,

“ laying superstructure,

“ buildings and fixtures,

NOTE.—For information from and under this table [B] to and including table [J], reference is respectfully made to the report of the Trustees and Managers of the Vt. Central & Vt. & Canada Railroads, by whom the Vt. & Canada road is operated.

JOHN W. NEWTON,
Treasurer Vt. & Canada R. R. Co.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,
Expended since last report,

Total cost of road and equipment,

TABLE D. *

CHARACTERISTICS OF ROAD.

Length of road,

" " completed,

" " branches,

" " side track,

Weight of rail per yard,

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,			
Truss do., from 50 to 100 feet span,			
Truss do., from 100 to 150 feet span,			
Truss do., 150 feet span and over,			
Draw bridges,			
 Totals,			

Number road crossings at grade,

Number of road crossings above and below grade,

Number of cross ties per mile,

Chairs, number per mile,

Whole number of switches on main track,

GRADIENTS AND ALIGNMENT.

Level, number of miles,
 Maximum grade,
 Amount of straight line, miles,
 Amount of curved line, miles,
 Maximum radius,
 Minimum radius,
 Sum of ascents going in one direction,
 Sum of ascents going in opposite direction,
 Height of termini and summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,
 Freight houses,
 Engine houses,
 Repair shops,
 Water stations,
 Dwellings,
 Wood sheds,
 Turn-Tables,
 Other buildings, as follows :

EQUIPMENT.

Number of locomotives owned by the Company on the
 day of 186

*	Under 18 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,					
Requiring slight repairs,					
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the Company,	186
First class 8 wheel passenger cars in good repair,	
First class 8 wheel passenger cars wanting repair,	
Second class 8 wheel passenger cars in good repair,	
" " " wanting repairs,	
Baggage, express and mail cars in good repair,	
Baggage, express and mail cars wanting repair,	
Covered freight and cattle 8 wheel cars, in good repair,	
Covered freight and 8 wheel cars, wanting repair,	
Platform 8 wheel cars, in good repair,	
Other freight cars,	
Gravel cars,	
Average weight of passenger cars,	
do do baggage do	
do do box do	
do do platform do	

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	
Miles run by freight trains,	
Miles run by gravel and construction trains,	
Miles run by wood trains,	
Number of through passengers carried in cars,	
Number of way passengers,	
Number of passengers having passes,	
Number of miles traveled by way passengers,	
Average distance traveled by way passengers,	
Number of miles traveled by passengers having passes,	
Number of tons of through freight,	
Number of tons of way freight,	
Number of tons of way freight carried 1 mile,	

- Number of tons of through freight moved toward market,
- Number of tons of through freight moved from market,
- Number of tons of way freight moved towards market,
- Number of tons of way freight moved from market,
- Average rate of speed of ordinary passenger trains,
- Average rate of speed of express trains,
- Average rate of speed of freight trains,
- Rate of fare charged first class through passengers per mile,
- Rate of fare charged first class way passengers, per mile,
- Average rate of fare charged second class passengers, per mile,
- Rate per ton per mile charged on 1st class through freight,
- Rate per ton per mile charged on 2d class through freight,
- Rate per ton per mile charged on 3d class through freight,
- Rate per ton per mile charged on 4th class through freight,
- Rate per ton per mile charged on 1st class way freight,
- Rate per ton per mile charged on 2d class way freight,
- Rate per ton per mile charged on 3d class way freight,

Rate per ton per mile charged on 4th class
way freight,

Total number of tons of freight carried one
mile,

Total number of passengers carried one mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending 186 .

Ordinary repairs of road bed and superstruc-	
ture,	\$
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals,	
Cost of same,	
Cost of relaying rails and ties,	
Insurance and taxes on real estate,	
Repairs of bridges,	
do stations,	
do fences,	
do masonry,	
Total,	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	
Repairs of passenger and baggage cars,	
Repairs of freight cars,	
Repairs of tools and machinery in work shops,	

Oil used about workshops,

Fuel,

Waste,

Other items in detail as follows.

Total,

TABLE G.

COST OF OPERATING THE ROAD.

	For the year ending	186 .
Wood, including the cost of preparing the same,		
Number of cords of wood used by locomotives,		
do tons of coal do		
Number of cords of wood used at stations,		
do tons of coal, do		
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		
Cost of oil and waste for engines and tenders,		
do do pass. and bag. cars,		
do do freight cars,		
Loss and damage of goods,		
Loss and damage of baggage,		
Damages for injuries to persons,		
Damages to property, including fire, and animals killed on road,		
Office expenses and stationery,		
Number of agents,		
Number of clerks,		
Labor loading and unloading freight,		
Porters and watchmen,		
Switchmen,		

Wood and water station attendance,
Conductors, baggagemen,
Brakemen,
Enginemen and firemen,
For salaries of trustees, president, directors,
secretaries, treasurer and superintendent,
For printing, stationery and office expenses,
For law expenses,

Other expenses in detail, as follows:

Total,

RECAPITULATION OF EXPENSES.

Maintaining roadway,
Repairs of machinery,
Operating,
Proportion of expenses due to passenger
business,
Proportion of expenses due to freight busi-
ness,

Total,

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,
From freight,
 From other sources, viz :
Expresses,

Mails,
Rents,
Miscellaneous,

Total,

Payments other than for Construction.

For transportation expenses, viz :
For passenger business,
For freight business,
For other business, and what,
For interest on funded debt,
For interest on floating debt,
For dividends,
For carried to surplus fund,
For amount of surplus fund,

VALUE OF MATERIALS ON HAND.

Wood, cords of,
Coal, tons of,
Oil, gallons of,
Waste, pounds of,
Iron rails, tons of, old,
Iron rails, tons of, new,
Chairs, pounds of,
Spikes, pounds of,
Ties, number of,
Iron and other metals, unwrought,
Iron and other metals, worked and partly worked,
Lumber,
Other items specified as follows :

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile,

Actual cost of transporting passengers, per
mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING
186 .

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in details, as follows :						
Total,						

DETAILS OF EARNINGS CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail, as follows:						
Total,						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track,				
Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
Total,				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,
Amount of compensation,
Conductors of freight trains,
Amount of compensation,
Conductors of wood and gravel trains,
Amount of compensation,
Master mechanics,
Amount of compensation,
Road masters,
Amount of compensation,
Men in repair shops,
Amount of compensation,
Enginemen of passenger trains,
Amount of compensation,
Enginemen of freight trains,
Amount of compensation,
Enginemen of wood and gravel trains,
Amount of compensation,
Firemen,
Amount of compensation,
Baggagemen,
Amount of compensation,
Switchmen,
Amount of compensation,
Section men, (foremen),
Amount of compensation,
Section hands,
Amount of compensation,

Watchmen,
 Amount of compensation,
 Station agents,
 Amount of compensation,
 Other laborers,
 Amount of compensation,
 Clerks connected with passenger business,
 Amount of compensation,
 Clerks connected with freight business,
 Amount of compensation,
 Superintendent of bridges—salary,
 Wood agent,
 Other agents—how employed—and the salary of each, as follows, viz :

OFFICERS OF THE COMPANY.

W. C. SMITH, *President*,
 JOHN W. NEWTON, *Clerk and Treasurer*,
 EDWARD BLAKE, *Transfer Agent*.

SALARIES.

President,	\$1,000 00
Treasurer, Clerk and Transfer Agent,	3,000 00
Interest paid to and including June 1st, 1868,	\$200,000 00.

STATE OF VERMONT, { 21st day of July, 1868.
 FRANKLIN COUNTY, ss. }

I, John W. Newton, Treasurer of the Vermont & Canada Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their Trustees, or assignees or lessees, on the 30th day of June, 1868.

JOHN W. NEWTON, *Treasurer*.

Sworn before me,

EUGENE PUTNAM, *Notary Public*.

STATE OF VERMONT, }
COUNTY, SS. }

depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by are true and correct according to the best of knowledge, information and belief.

Signed,

Subscribed and sworn to before me this day of
186 .

ANNUAL REPORT
OF THE
ATLANTIC & ST. LAWRENCE R. R. CO.
FOR THE
YEAR ENDING JUNE 30, 1868.

TABLE A.

STOCK AND DEBTS.

Capital Stock authorized by Charter,	\$4,000,000 00
The amount paid in is,	2,494,900 00
Funded debt,	3,472,000 00
Floating debt,	
Interest at rate of six per cent.	
The coupons are paid by the Lessees.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$6,788,354 72
Expended since last report, viz:	
For graduation and masonry,	
" bridges,	
" rails,	
" chairs, spikes and ties,	
" laying superstructure,	
" buildings and fixtures,	

NOTE.—Two-thirds of this road was built at a stipulated price per mile, consequently, cannot be apportioned.

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$865,734 76
Expended since last report,	
Total cost of road and equipment,	\$7,654,089 48

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road, within State of Vermont,	30½ miles.
" " completed, do	30½ miles.
" " branches, do	
" " side track, do	about 1½ miles.
Weight of rail per yard,	63 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Pile bridging,	1		1,519 one draw.
Truss bridging, 50 feet span and under,	10	10	400
Truss do., from 50 to 100 feet span,	2	2	120
Truss do., from 100 to 150 feet span,	14	14	1,750
Truss do., 150 feet span and over,			
Stone arch bridges,	2	2	120
Totals,	29	28	3,909

NOTE.—In addition to the above Bridges, there are on the line 16 Iron Bridges, 3 of which are three hundred feet each in length, in spans of 75 feet; one over the Connecticut River, one over Wild River, and the other over the Presumpscot River. Whole length of above named bridges, 1,510 feet.

Number road crossings at grade,	63
Number of road crossings above and below grade,	6
Number of cross ties per mile,	2,400
Chairs, number per mile,	about 600
Whole number of switches on main track,	do 100

GRADIENTS AND ALIGNMENT.

Level, number of miles and grades to 20 feet,	97.27
Maximum grade,	60 feet
Amount of straight line, miles,	89½ "
Amount of curved line, miles,	59½ "
Maximum radius,	5,730 "
Minimum radius,	955 "
Sum of ascents going in one direction,	1,929 "
Sum of ascents going in opposite direction,	757 "
Height of termini and summit above tide water,	1,178 "

BUILDINGS AND FIXTURES.

Passenger houses,	29
Freight houses,	22
Engine houses.	8
Repair shops,	6
Water stations,	17
Dwellings,	2
Wood sheds,	26
Turn-Tables,	10
Other buildings, as follows :	
Hotels,	2
Store houses on wharves at Portland for Boston and ocean steamers,	10

EQUIPMENT.

Number of locomotives owned by the Company on the day of 186

	Under 18 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,		4		28	2
Requiring slight repairs,				3	
Requiring heavy repairs,		2		6	
Worn out,				.	

Number of cars appropriated by the Company,

June 30th, 1868, to the Portland line,	565
First class 8 wheel passenger cars in good repair,	16
First class 8 wheel passenger cars wanting repair,	1
Second class 8 wheel passenger cars in good repair,	
" " " wanting repairs,	
Baggage, express and mail cars in good repair,	
Baggage, express and mail cars wanting repair,	
Covered freight and cattle 8 wheel cars in good repair, covered freight and cattle 8 wheel cars wanting repair, platform 8 wheel cars in good repair,	548
Other freight cars,	
Gravel cars,	
Average weight of passenger cars,	
do do baggage do	
do do box do	
do do platform do	

NOTE.—The Charter of the Atlantic & St. Lawrence Railroad within the State of Vermont, extends from the Connecticut River at Bloomfield to the boundary line in Norton. But the entire line from Portland to Montreal is worked in divisions, of which the point of junction is at Island Pond in Brighton.

TABLE E.

BUSINESS OF THE YEAR ENDING DEC. 31, 1867.

Miles run by passenger trains,	142,399
Miles run by freight trains,	532,637
Miles run by gravel and construction trains,	2
Miles run by wood trains,	48,276
Number of through passengers carried in cars,	28,808
Number of way passengers,	98,465
Number of passengers having passes,	
Number of miles traveled by way passengers,	
Average distance traveled by way passengers,	
Number of miles traveled by passengers having <i>passes</i> ,	
Number of tons of through freight,	
Number of tons of way freight,	
Number of tons of way freight carried 1 mile,	
Number of tons of through freight moved toward market,	
Number of tons of through freight moved from market,	
Number of tons of way freight moved towards market,	
Number of tons of way freight moved from market,	
Average rate of speed of ordinary passenger trains,	20 m. pr. hour
Average rate of speed of express trains,	" "
Average rate of speed of freight trains,	11 " "
Rate of fare charged first class through passengers, per mile,	
Rate of fare charged first class way passengers, per mile,	

Average rate of fare charged second class passengers, per mile,
 Rate per ton per mile charged on 1st class through freight,
 Rate per ton per mile charged on 2d class through freight,
 Rate per ton per mile charged on 3d class through freight,
 Rate per ton per mile charged on 4th class through freight,
 Rate per ton per mile charged on 1st class way freight,
 Rate per ton per mile charged on 2d class way freight,
 Rate per ton per mile charged on 3d class way freight,
 Rate per ton per mile charged on 4th class way freight,
 Total number of tons of freight carried one mile,
 Total number of passengers carried one mile,

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending	186 .
Ordinary repairs of road bed and superstructure,	\$
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	

Number of cross ties used for renewals,

Cost of same,

Cost of relaying rails and ties,

Insurance and taxes on real estate,

Repairs of bridges,

do stations,

do fences,

do masonry,

Total,

Books so kept cannot be answered in detail.

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,

Repairs of passenger and baggage cars,

Repairs of freight cars,

Repairs of tools and machinery in work
shops,

Oil used about workshops,

Fuel,

Waste,

Other items in detail as follows.

Total,

Books not classified to conform to above table,—answer
cannot be given.

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending	186 .
---------------------	-------

Wood, including the cost of preparing the same,

Number of cords of wood used by locomotives,

do tons of coal	do
-----------------	----

Number of cords of wood used at stations,
 do tons of coal, do
Number of cords lost by fire,
Number of gallons of oil,
Number of pounds of waste,
Cost of oil and waste for engines and tenders,
 do do pass. and bag. cars,
 do do freight cars,
Loss and damage of goods,
Loss and damage of baggage,
Damages for injuries to persons,
Damages to property, including fire, and animals killed on road,
Office expenses and stationery,
Number of agents,
Number of clerks,
Labor loading and unloading freight,
Porters and watchmen,
Switchmen,
Wood and water station attendance,
Conductors and baggagemen,
Brakemen,
Enginemen and firemen,
For salaries of trustees, president, directors,
 secretaries, treasurer and superintendent,
For printing, stationery and office expenses,
For law expenses,
• Other expenses in detail, as follows :
 Total,

RECAPITULATION OF EXPENSES.

Maintaining roadway,
 Repairs of machinery,
 Operating,
 Proportion of expenses due to passenger
 business,
 Proportion of expenses due to freight busi-
 ness,

Total,—year ending Dec. 31, 1867,	\$930,609 05
-----------------------------------	--------------

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts year ending Dec. 31, 1867.

From passengers,	\$235,735 31
From freight,	745,360 22
From other sources, viz :	
Expresses,	30,198 61
Mails,	
Rents,	15,193 86
Miscellaneous,	

Payments other than for Construction.

For transportation expenses, viz :	
For passenger business,	
For freight business,	
For other business, and what,	
For interest on funded debt,	
For interest on floating debt,	
For dividends, 1st January and 1st July at	

rate of 4 per cent. per annum less government tax,

For carried to surplus fund,

For amount of surplus fund,

The statement of receipts and expenses apply to the Portland Division, extending from Island Pond to Portland.

VALUE OF MATERIALS ON HAND.

Wood, cords of,

Coal, tons of,

Oil, gallons of,

Waste, pounds of,

Iron rails, tons of, old,

Iron rails, tons of, new,

Chairs, pounds of,

Spikes, pounds of,

Ties, number of,

Iron and other metals, unwrought,

Iron and other metals, worked and partly worked,

Lumber,

Other items specified as follows:

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile,

Actual cost of transporting passengers, per
mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING
186 .

SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in details, as follows:						
Total,						

Cannot be answered in detail.

DETAILS OF EARNINGS CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,						
Way passengers,						
Through freight,						
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail, as follows:						
Total,						

Cannot be answered in detail.

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
Total,				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

Conductors of passenger trains,
Amount of compensation,
Conductors of freight trains,
Amount of compensation,
Conductors of wood and gravel trains,
Amount of compensation,
Master mechanics,
Amount of compensation,
Road masters,
Amount of compensation,
Men in repair shops,
Amount of compensation,
Enginemen of passenger trains,
Amount of compensation,
Enginemen of freight trains,
Amount of compensation,
Enginemen of wood and gravel trains,
Amount of compensation,
Firemen,
Amount of compensation,
Baggagemen,
Amount of compensation,
Switchmen,
Amount of compensation,
Section men, (foremen),
Amount of compensation,
Section hands,
Amount of compensation,

Watchmen,
Amount of compensation,
Station agents,
Amount of compensation,
Other laborers,
Amount of compensation,
Clerks connected with passenger business,
Amount of compensation,
Clerks connected with freight business,
Amount of compensation,
Superintendent of bridges—salary,
Wood agent, “
Other agents—how employed—and the salary of each, as follows, viz :

The Employees of the Company being employed upon two divisions of the Road,—one South of Island Pond extending to Portland, the other North of Island Pond extending to the Boundary Line and Montreal, no specific statement can be made under the head of enquiry as applied to the State of Vermont.

OFFICERS OF THE COMPANY.

SALARIES.

Grand Trunk Railway Co. of Canada, Lessees.

ST. JOHN SMITH, *President,*
HENRY BAILEY, *Superintendent,*
CHAS. E. BARRETT, *Treasurer,*
P. BARNES, *Vice President of Board of Directors*
Atlantic & St. Lawrence R. R. Co.

The earnings of the Road are received by the Lessees. The Lessors have no interest in them while the rent is paid, and the accounts are so kept by the Grand Trunk Railroad Company, as not to admit of an answer to the above as contemplated.

STATE OF MAINE, } 6th day of August, 1868.
CUMBERLAND COUNTY, ss. }

I, Chas. E. Barrett, Treasurer of the Atlantic and St. Lawrence Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company on the 30th day of June, 1868.

CHAS. E. BARRETT, *Treasurer.*

Sworn before me,

P. BARNES, *Justice of the Peace.*

STATE OF VERMONT, }
COUNTY, ss. }

depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by _____ are true and correct according to the best of _____ knowledge, information and belief.

Signed,

Subscribed and sworn to before me this _____ day of
186 .

ANNUAL REPORT
OF THE
VERMONT & MASSACHUSETTS R. R. CO.
FOR THE
YEAR ENDING JUNE 30, 1868.

TABLE A.

STOCK AND DEBTS.

Capital Stock, including the Greenfield branch and Vermont portion,	\$3,200,000 00
Total amount of capital stock paid in,	2,860,000 00
Number of shares of capital stock issued,	28,600 00
Funded debt, redeemable July 1, 1883,	\$550,000 00
Floating debt, (old bonds and fractions),	345 00
Rate of interest paid on debt, six per cent.	
Interest coupons have always been promptly paid when due.	

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,	\$3,240,779 31
Expended since last report, viz:	
For graduation and masonry,	
" bridges,	
" rails,	
" chairs, spikes and ties,	
" laying superstructure,	
" buildings and fixtures,	

* TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$225,650	20
Expended since last report,		
Total cost of road and equipment,	\$3,466,429	51

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	69 miles.
" " completed,	69 miles.
" " branches,	8 miles.
" " side track,	5½ miles.
Weight of rail per yard,	56 lbs.

Within this State, 10 miles and 1661 feet; side track, 1 mile.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,	11	11	
Truss do., from 50 to 100 feet span,	5	5	
Truss do., from 100 to 150 feet span,	3	4	
Truss do., 150 feet span and over,	23	41	
Draw bridges,			
Totals,	42	61	

Number road crossings at grade,	60
Number of road crossings above and below grade,	21
Number of cross ties per mile,	2,350
Chairs, number per mile,	530
Whole number of switches on main track,	60

GRADIENTS AND ALIGNMENT.

Level, number of miles,	
Maximum grade,	58 feet
Amount of straight line, miles,	31 13-20 "
Amount of curved line, miles,	45 7-10 "
Maximum radius,	
Minimum radius,	
Sum of ascents going in one direction,	
Sum of ascents going in opposite direction,	
Height of termini and summit above tide water,	

BUILDINGS AND FIXTURES.

Passenger houses,	19
Freight houses,	20
Engine houses,	5
Repair shops,	4
Water stations,	9
Dwellings,	8
Wood sheds,	19
Turn-Tables,	5
General Office, Fitchburg,	1
Other buildings, as follows :	

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1868,	(twelve) 12
--	-------------

	Under 15 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,			88		1
Requiring slight repairs,			12		
Requiring heavy repairs,					
Worn out,					
Number of cars owned by the Company,					
June 30th, 1868,					199
First class 8 wheel passenger cars in good repair,					11
First class 8 wheel passenger cars wanting repair,					1
Second class 8 wheel passenger cars in good repair,					
" " " wanting repairs,					
Baggage, express and mail cars in good repair,					6
Baggage, express and mail cars wanting repair,					1
Covered freight and cattle 8 wheel cars in good repair,					89
Covered freight and cattle 8 wheel cars, wanting repair,					4
Platform 8 wheel cars in good repair,					74
Other freight cars, 1 drovers' saloon and 2 snowplow cars,					3
5 chair cars, and 5 platform cars, wanting repairs,					10
Gravel cars,					
Average weight of passenger cars,					13½ tons.
do do baggage do					12 do
do do box do					8 do
do do platform do					6½ do

TABLE E.

BUSINESS OF THE YEAR ENDING NOV. 30, 1867.

Miles run by passenger trains,	117,167
Miles run by freight trains,	76,527

Miles run by gravel and construction trains,	5,432
Miles run by wood trains,	
Number of through passengers carried in cars,	104,438
Number of way passengers,	101,498
Number of passengers having passes,	841
Number of miles traveled by way passengers,	1,586,113
Average distance traveled by way passengers,	15½ miles.
Number of miles traveled by passengers having passes,	16,574
Number of tons of through freight,	127,516 ⁸⁸ ₁₀₀₀
Number of tons of way freight,	46,898 ¹³⁹ ₁₀₀₀
Number of tons of way freight carried 1 mile,	812,106 ⁶⁷⁷ ₁₀₀₀
Number of tons of through freight moved toward market, number of tons of through freight moved from market,	90,461 ⁹⁷² ₁₀₀₀
Number of tons of way freight moved towards market, number of tons of way freight moved from market,	37,054 ¹¹⁶ ₁₀₀₀
Average rate of speed of ordinary passenger trains,	22 m. pr. hour
Average rate of speed of express trains,	
Average rate of speed of freight trains,	10 " "
Rate of fare charged first class through pas- sengers, per mile,	3½ cents.
Rate of fare charged first class way passen- gers, per mile,	4 "
Average rate of fare charged second class passengers, per mile,	
Rate per ton per mile charged on 1st class through freight,	7 "
Rate per ton per mile charged on 2d class through freight,	6 "

Rate per ton per mile charged on 3d class through freight,	5 cents.
Rate per ton per mile charged on 4th class through freight,	4 "
Rate per ton per mile charged on 1st class way freight,	12 "
Rate per ton per mile charged on 2d class way freight,	9 "
Rate per ton per mile charged on 3d class way freight,	8 "
Rate per ton per mile charged on 4th class way freight,	5 "
Total number of tons of freight carried one mile,	3,281,427 ⁹⁸ / ₁₀₀
Total number of passengers carried one mile,	3,837,794

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30th, 1868.

Ordinary repairs of road bed and superstruc- ture,	} \$83,510 54
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	26,873 36
Number and weight of chairs,	In-
Weight of spikes,	
Cost of repairs of rails,	cluded
Number of cross ties used for renewals,	
Cost of same,	in
Cost of relaying rails and ties,	above.
Insurance and taxes on real estate,	5,788 48

Repairs of bridges,	8,332 12
do stations,	16,002 05
do fences,	1,871 76
Total,	\$142,378 31

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$26,954 05
Repairs of passenger and baggage cars,	22,278 86
Repairs of freight cars,	17,488 78
Repairs of tools and machinery in work shops,	3,435 52
Oil used about workshops, } Fuel, } stated elsewhere. Waste, }	
Repairs of gravel and hand cars,	312 50
Other items in detail as follows,	
Total,	\$70,469 71

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending June 30, 1868.

Wood, including the cost of preparing the same,	\$29,949 94
Number of cords of wood used by locomotives,	5,912
Number of cords of wood used at stations,	200
Number of cords lost by fire,	
Cost of oil and waste for engines and tenders, } do do pass. and bag. cars, } do do freight cars, }	\$3,415 71
Loss and damage of goods, }	
Loss and damage of baggage, }	2,685 15

Damages for injuries to persons,	} included Damages to property, including fire, and animals killed on road,	} in last amount.
Office expenses and stationery,		
Expense of passenger department,		\$31,052 07
Expense of freight do		35,187 57
Porters and watchmen,	} }	7,951 74
Switchmen,		
Wood and water station expenses,		1,405 60
Conductors and baggagemen,	} included in ex- Brakemen, } penses charged Enginemen and firemen, } freight and pas- senger dept's.	
For salaries of trustees, president, directors, secretaries, treasurer, superintendant and clerks,		
For printing, stationery and advertising,		9,308 32
For law expenses,		787 28
Other expenses in detail, as follows:		1,003 00
Clearing snow,		3,212 12
Rent to Connecticut River Railroad Co.,		1,500 00
Rent for use of Troy and Greenfield Railroad,		5,000 00
Incidental expenses,		6,281 07
U. S. tax,		3,889 98
State tax,		20,837 70
Total,		<hr/> \$163,417 25

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$142,378 31
Repairs of machinery,	70,469 71
Operating,	163,417 25
Total,	<hr/> \$376,265 27

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts..

From passengers,	\$156,651	88
From freight,	257,345	23
From other sources, viz:		
Tolls,	900	75
Expresses,	9,900	00
Mails,	6,000	00
Rents,	46,051	75
Miscellaneous,	486	67

Payments other than for Construction:

For transportation expenses, viz:

For passenger business, {	376,265	27
For freight business, {		
For interest on funded debt,	29,368	30
For interest on floating debt,		
For dividend, No. 4 of 1½ pr cent. and U. S. Tax,	45,157	90
For carried to surplus fund,		
For amount of surplus fund,		

VALUE OF MATERIALS ON HAND.

Wood, cords of,	\$29,719	75
Coal, tons of,		
Oil, gallons of, {		
Waste, pounds of, {	596	30
Iron rails, tons of, old, 300 at \$45 00	13,500	00
Iron rails, tons of, new,		

Chairs, pounds of,	}	\$32,527 21
Spikes, pounds of,		
Ties, number of,		
Iron and other metals, unwrought,		
Iron and other metals, worked and partly worked,		
Lumber,		

Other items specified as follows:

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile,

Actual cost of transporting passengers, per
mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING JUNE 30th, 1868.

SOURCE.	JULY, 1867.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,	14,874 34	18,461 88	18,018 19	13,998 59	13,581 99	9,710 01
Way passengers,						
Through freight,	19,263 31	20,233 12	21,974 77	23,786 87	19,463 31	17,354 76
Way freight,						
Express,	800 00	800 00	800 00	800 00	800 00	800 00
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Tolls,	92 00	103 00	98 00	62 25	69 00	68 00
Miscellaneous,	86 36	17 65	32 02	37 25	42 90	28 90
Rent,	3,861 33	3,250 00	3,788 75	3,726 83	5,064 17	3,902 08
Total,	39,477 34	43,365 65	45,211 73	42,911 79	39,521 37	32,363 75

DETAILS OF EARNINGS CONTINUED.

SOURCE.	JAN. 1888.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through passengers,	9,982 33	9,196 07	11,553 81	12,751 03	11,317 88	13,205 76
Way passengers,						
Through freight,	18,182 94	18,877 29	22,630 03	25,780 46	25,521 94	24,276 43
Way freight,						
Express,	800 00	900 00	850 00	850 00	850 00	850 00
Transport of mails,	500 00	500 00	500 00	500 00	500 00	500 00
Tolls,	48 25	30 50	64 25	90 00	117 00	58 50
Miscellaneous,	87 03	51 25	23 96	15 80	37 39	26 16
Rent,	3,924 09	3,250 00	4,125 00	3,747 00	3,287 50	4,125 00
Total,	33,524 64	32,805 11	39,747 05	43,734 29	41,631 71	43,041 85

TABLE I:

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
Total,				

Total number of persons killed, 3

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

AUGUST 6, 1867.—Honnora Leary, aged 4 years, was run over and killed at Grouts', in attempting to go between engine and baggage car, while train was moving slowly on side track to get wood.

DECEMBER 10, 1867.—Between Montague and Greenfield, passenger train run over and killed John Donevan while he was lying on the track. Coroner's Jury rendered verdict, "that they exonerate the employees from all blame."

APRIL 28, 1868.—Charles Atwood, aged 8½ years, injured at Brattleboro, by getting caught between freight cars at depot, while moved by hand. He died April 30th.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION,

As per June Pay-Roll, 1868.

4 Conductors of passenger trains,	
Amount of compensation,	\$75 per month.
3 Conductors of freight trains,	
Amount of compensation,	\$50 to \$65 do.
1 Conductor of wood and gravel trains,	
Amount of compensation,	\$3.00 per day.
1 Master mechanic,	
Amount of compensation,	\$115 per month.
2 Road and bridge masters,	
Amount of compensation,	\$75 to \$150. do.
56 Men in repair shops,	
Amount of compensation,	\$1.50 to \$3.50 per day.
4 Enginemen of passenger trains,	
Amount of compensation,	\$75 and \$90 per month.
4 Enginemen of freight trains,	
Amount of compensation,	\$60 to \$75 do.
1 Enginemen of wood and gravel trains,	
Amount of compensation,	\$70 do.
9 Firemen,	
Amount of compensation,	\$40 to \$50 do.

4 Baggage men,	
Amount of compensation,	\$50 to \$60 per month.
5 Switchmen,	
Amount of compensation,	45 to \$54.50 do.
12 Section men, (foremen),	
Amount of compensation,	\$2. to 2.25 per day.
76 Section hands,	
Amount of compensation,	\$1.50 do.
6 Watchmen,	
Amount of compensation,	\$45 to \$50 per month.
20 Station agents,	
Amount of compensation,	\$15 to \$90 do.
6 Other laborers,	
Amount of compensation,	\$40 to \$45 do.
1 Clerk connected with passenger business,	
Amount of compensation,	\$75 do.
2 Clerks connected with freight business,	
Amount of compensation,	\$60 to \$120 do.
2 Freight receiptors,	\$12.50 to \$45 do.
1 Car examiner,	\$2.50 per day.
Other agents—how employed—and the salary of each, as follows, viz :	
3 Flagman,	\$30 and \$42.50 per month.
4 Telegraph operators,	\$10 do.
4 Bridge carpenters,	\$2.25 to \$3.00 per day.
1 Toll collector,	\$20 per month.
3 Brakeman on passenger trains,	\$45 do.
12 do. freight do.	\$45 do.
1 Master carpenter,	\$80 do.
75 Gravel train men,	\$1.25 and \$2.00 per day.

OFFICERS OF THE COMPANY.

J. C. HOWE, Wm. MINOT, JR., J. MCGREGOR, *Trustees.*
 DANIEL S. RICHARDSON, *President.*
 OTIS T. RUGGLES, *Superintendent,*
 FRANKLIN N. POOR, *Treasurer,*
 B. D. LOCKE, *Clerk.*

SALARIES.

Trustees,	\$300, \$100, \$600.
President,	2,000 per annum.
Superintendent,	4,000 do
Treasurer,	3,000 do
Clerk,	50 do

Amount of net earnings for one year ending
 June 30, 1867, \$ 77,075 44

Amount of net earnings for one year ending
 June 30, 1868, 101,071 01

Amount of funded and floating debt June 30, '68, 550,345 00

Amount of cash in Treasury,	\$ 4,838 30
do Loans,	48,500 00
2,600 Vt. & Mass. R. R. Co. Bonds,	24,473 49
	—————
	\$77,311 79

Amount of interest paid during twelve months
 ending June 30, 1868, (more than received
 for loans), 29,368 30

COMMONWEALTH OF MASS., } 26th day of August, 1868.
 Suffolk County, ss. }

I, Franklin N. Poor, Treasurer of the Vermont and Massachusetts Railroad Company, do solemnly swear that the above

is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1868.

FRANKLIN N. POOR, *Treasurer.*

Sworn before me,

P. E. TESCHEMACHER, *Justice of the Peace.*

COMMONWEALTH OF MASS., }

Suffolk County, ss. }

We depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by us, are true and correct according to the best of our knowledge, information and belief.

Signed,

DANIEL S. RICHARDSON,	} Directors of the Vt. and Mass. R. R. Co.
WM. H. HILL,	
F. GOODHUE,	
GEORGE F. FAY,	

SUFFOLK, ss.—Subscribed and sworn to by Daniel S. Richardson and William H. Hill, before me this 27th day of August, A. D. 1868.

P. E. TESCHEMACHER,

Justice of the Peace.

ANNUAL REPORT
OF THE
CONN. & PASSUMPSIC RIVERS R. R. CO.
FOR THE
YEAR ENDING MAY 31, 1868.

TABLE A.

STOCK AND DEBTS.

Preferred stock,	\$1,822,100 00
Old stock,	138,900 00
Special stock,	900 00
Bonded debt, six per cent.,	553,800 00
Coupon notes, seven per cent.,	300,000 00
Floating indebtedness,	94,000 00
Coupons uncalled for,	1,817 00

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report, \$2,889,663 17

Expended since last report, viz:

For graduation and masonry,	}	\$65,748 32
“ bridges,		
“ rails,		
“ chairs, spikes and ties,		
“ laying superstructure,		
“ buildings and fixtures,		

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,	\$341,200	52
Expended since last report,	24,050	00

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	110 miles.
" " completed,	"
" " branches,	
" " side track,	12 miles.
Weight of rail per yard,	56 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,	11		2,050
Truss bridging, 50 feet span and under,	13	18	769
Truss do., from 50 to 100 feet span,	7	10	666
Truss do., from 100 to 150 feet span,	5	5	580
Truss do., 150 feet span and over,	11	14	2,014
Draw bridges,			
Totals,	47	47	6,079
Number road crossings at grade,			74
Number of road crossings above and below grade,			6
Number of cross ties per mile,			2,000
Chairs, number per mile, cast iron, 680, Howe chair 440.			
Whole number of switches on main track,			80

GRADIENTS AND ALIGNMENT.

Level, number of miles,	
Maximum grade,	52 8-10 feet
Amount of straight line, miles,	
Amount of curved line, miles,	
Maximum radius,	
Minimum radius,	
Sum of ascents going in one direction,	
Sum of ascents going in opposite direction,	
Height of termini and summit above tide water,	

BUILDINGS AND FIXTURES.

Passenger houses,	5
Freight houses,	20
Engine houses,	3
Repair shops,	4
Water stations,	13
Dwellings,	19
Wood sheds,	23
Turn-Tables,	1
Car houses,	3
Other buildings, as follows :	
Store,	1

EQUIPMENT.

Number of locomotives owned by the Company on the
31st day of May, 1868,

	Under 15 tons.	15 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,		1	7	3	1
Requiring slight repairs,					
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the Company, May 31, 1868,

First class 8 wheel passenger cars in good repair,	8
First class 8 wheel passenger cars wanting repair,	1
Smoking second class 8 wheel passenger cars in good repair,	1
" " " " wanting repair,	1
Baggage, express and mail cars in good repair,	3
Baggage, express and mail cars wanting repair,	3
Covered freight and cattle 8 wheel cars in good repair,	191
Covered freight and cattle 8 wheel cars, wanting repair,	10
Platform 8 wheel cars in good repair,	91
1 Drovers' saloon	
Gravel cars,	10
Average weight of passenger cars,	24,000
do do baggage do	17,000
do do box do	14,000
do do platform do	12,778

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	85,696
Miles run by freight trains,	73,017
Miles run by gravel and construction trains,	26,679
Miles run by wood trains,	

Number of through passengers carried in cars,	}	112,817
Number of way passengers,		
Number of passengers having passes,		
Number of miles traveled by way passengers,		
Average distance traveled by way passengers,		
Number of miles traveled by passengers having <i>passes</i> ,		
Number of tons of through freight,	}	74,757
Number of tons of way freight,		
Number of tons of way freight carried 1 mile,		3,712,070
Number of tons of through freight moved toward market,		
Number of tons of through freight moved from market,		
Number of tons of way freight moved towards market,		
Number of tons of way freight moved from market,		
Average rate of speed of ordinary passenger trains,		23 m. pr. hour
Average rate of speed of express trains,		
Average rate of speed of freight trains,		12 " "
Rate of fare charged first class through pas- sengers, per mile,		8½ cents.
Rate of fare charged first class way passen- gers, per mile,		4 "
Average rate of fare charged second class passengers, per mile,		
Rate per ton per mile charged on 1st class through freight,		5½ "
Rate per ton per mile charged on 2d class through freight,		4½ "

Rate per ton per mile charged on 3d class through freight,	3½ cents.
Rate per ton per mile charged on 4th class through freight,	3½ " "
Rate per ton per mile charged on 1st class way freight,	8½ " "
Rate per ton per mile charged on 2d class way freight,	7 " "
Rate per ton per mile charged on 3d class way freight,	3,712,070
Total number of tons of freight carried one mile,	3,518,057

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending May 31, 1868.

Ordinary repairs of road bed and superstruc- ture,	\$86,956 52
Extraordinary repairs of road bed,	
Cost of new rails used in repairs, (included above),	11,700 00
Number and weight of chairs,	
Weight of spikes,	
Cost of repairs of rails,	
Number of cross ties used for renewals,	36,848
Cost of same, 20 to 28 cents each.	
Cost of relaying rails and ties,	
Insurance on real estate,	\$2,654 61

Repairs of bridges,	7,376	25
do stations,	3,208	65
do fences,		
do masonry,		
Total,	\$100,196 03	

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	}	
Repairs of passenger and baggage cars,		
Repairs of freight cars,		
Repairs of tools and machinery in work shops,		\$88,389 31
Oil used about workshops,		7,910 24
Fuel,		
Waste,		
Other items in detail as follows,		
Total,		\$96,299 55

TABLE G.

COST OF OPERATING THE ROAD.

For the year ending May 31, 1868.

Wood, including the cost of preparing the same,	\$37,466	38
Number of cords of wood used by locomotives,		
do tons of coal,	do	
Number of cords of wood used at stations,		
do tons of coal	do	
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		

Cost of oil and waste for engines and tenders,	}	
do do pass. and bag. cars,	4,521 74	
do do freight cars,	}	
Loss and damage of goods,	}	
Loss and damage of baggage,	}	
Damages for injuries to persons,	}	
Damages to property, including fire, and animals killed on road,	}	4,053 27
Office expenses and stationery,		
Number of agents,		
Number of clerks,		
Labor loading and unloading freight,		
Porters and watchmen,		
Expense of passenger department,	\$18,315 88	
Wood and water station expenses,		
Conductors and baggagemen,		
Expense of freight department,	27,141 25	
Enginemen and firemen,		
For salaries of trustees, president, directors, secretaries, treasurer, superintendent and general expenses,	31,900 36	
For printing, stationery and office expenses,		
For law expenses,	1,003 00	
Other expenses in detail, as follows:		
 Total,	 \$123,398 88	
RECAPITULATION OF EXPENSES.		
Maintaining roadway,	\$100,196 03	
Repairs of machinery,	96,299 55	
Operating,	123,398 88	
Proportion of expenses due to passenger business,		
Proportion of expenses due to freight busi- ness,		
Total,	\$319,894 46	

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$170,172 10
From freight,	302,418 55
From other sources, viz :	
Expresses,	4,950 00
Mails,	11,160 09
Rents,	3,107 96
Miscellaneous,	

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,	18,315 88
For freight business,	27,141 25
Fuel, repairs and general expenses,	274,437 33
For interest on funded debt,	
For interest on floating debt,	
For dividends,	115,080 00
For carried to surplus fund,	
For amount of surplus fund,	

VALUE OF MATERIALS ON HAND.

Wood, 25,138 cords of,	\$70,531 73
Coal, 175 tons of,	2,386 15
Oil, 2,786 gallons of,	1,685 56
Waste, 3,575 pounds of,	485 63
Iron rails, 111 tons of, old,	5,615 00
Iron rails, tons of, new,	
Chairs, 8,129 pounds of,	406 45
Spikes, 2,100 pounds of,	120 74
Ties, 1,600 number of,	4,160 00

Iron and other metals, unwrought,	\$7,069	33
Iron and other metals, worked and partly worked,	4,500	38
Lumber, 670 M. feet,	21,730	03
Car trimmings, paint and sundry articles for repairs,	32,427	20

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton, per mile,	
Actual cost of transporting passengers, per mile,	

DETAILS OF EARNINGS FOR THE YEAR ENDING MAY 31, 1868.

SOURCE.	JULY, 1867.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Passengers,	22,243 34	25,529 39	23,782 47	18,319 67	14,538 99	11,762 21
Way passengers,						
Freight,	21,854 16	24,376 75	28,185 32	39,182 49	29,885 67	21,967 20
Way freight,						
Express,						
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in details as follows:					1,298 48	
Total,						

DETAILS OF EARNINGS CONTINUED.

SOURCE.	JAN. 1893,	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Passengers,	9,494 89	10,054 00	12,752 15	12,446 21	11,963 15	13,396 01
Way passengers,						
Freight,	20,839 07	18,518 89	20,957 53	24,223 44	31,066 40	21,361 63
Way freight,						
Express,		412 50 926 42	pr. month. pr. month.	included in passenger earnings.		
Transport of mails,						
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail, as follows:					1,809 48	
Total,						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
Total,				

No fatal accidents, or any resulting in permanent disability.

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

3 Conductors of passenger trains,	
Amount of compensation,	\$60 to \$70 per month.
4 Conductors of freight trains,	
Amount of compensation,	\$60 do.
Conductors of wood and gravel trains,	
Amount of compensation,	
1 Master mechanic,	
Amount of compensation,	\$150 per month.
2 Road masters,	
Amount of compensation, (both),	\$138 do.
Men in repair shops,	
Amount of compensation,	\$1.40 to \$3.50 per day.
4 Enginemen of passenger trains,	
Amount of compensation,	\$3.00 do.
4 Enginemen of freight trains,	
Amount of compensation,	\$2.75 to \$3.00 do.
1 Enginemen of wood and gravel trains,	
Amount of compensation,	\$3.00 do.
9 Firemen,	
Amount of compensation,	\$1.67 do.
2 Baggage men,	
Amount of compensation,	\$55 per month.
Switchmen,	
Amount of compensation,	
24 Section men, (foremen),	
Amount of compensation,	\$1.50 to \$2.25 per day.
Section hands,	
Amount of compensation,	\$1.35 to \$1.50 do.
4 Watchmen,	
Amount of compensation,	\$1.37½ do.

25 Station agents,
 Amount of compensation, \$20 to \$66.67 per month.
 Other laborers,
 Amount of compensation, \$1.40 to \$1.50 per day.
 1 Clerk connected with passenger business,
 Amount of compensation, \$40 per month.
 1 Clerk connected with freight business,
 Amount of compensation, \$1.25 per day.
 Superintendent of bridges—salary, \$3.00 do.
 Wood agent,
 Other agents—how employed—and the salary of each, as follows, viz :

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,	
Agent,	\$1,200 00
Superintendent,	2,000 00
Treasurer and Transfer Agent,	1,500 00

Trial Balance, July 14, 1868.

Construction,	\$2,995,411 49
Wood lots,	6,378 14
Superintendent, including stock and materials on hand, also sundry accounts unsettled,	130,632 33
Excise tax,	106 35
Notes receivable,	2,188 00
Finance committee,	368 32
Agent for collections,	544 89
Cash,	13,876 55
	<hr/>
	\$3,109,506 07

Dividends uncalled for,	\$2,469 34
Coupons uncalled for, (1,817),	1,817 00
Lyndon Lands,	10,920 07
Preferred stock,	1,822,100 00
Old stock,	138,900 00
Special stock,	700 00
Agent for construction,	248 02
Rent account,	1,684 65
Trustees of sinking fund,	70,200 00
Reserve,	24,000 00
Contingent,	24,852 56
Bonded debt,	553,800 00
Notes payable,	394,000 00
Partial payments account subscription,	4,998 23
Earnings,	55,939 20
U. S. Government,	2,877 00
	<hr/>
	\$3,109,506 07

[E. E.] N. P. LOVERING, JR., *Treasurer.*

STATE OF VERMONT, }
CALEDONIA COUNTY, SS. } 1st day of August, 1868.

I, N. P. Lovering, Jr., Treasurer of the Connecticut and Passumpsic Rivers Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 14th day of July, 1868.

N. P. LOVERING, JR., *Treasurer.*

Sworn before me,

HUBBARD HASTINGS,
Master in Chancery.

STATE OF VERMONT, }
CALEDONIA COUNTY, SS. }

I, A. H. PERRY, depose and say that the facts set forth, and statements made in the foregoing report, which has been signed by me, are true and correct according to the best of my knowledge, information and belief.

Signed, A. H. PERRY, *Superintendent.*

Subscribed and sworn to before me this 3d day of August 1868.

HUBBARD HASTINGS,
Master in Chancery.

ANNUAL REPORT
OF THE
BENNINGTON & RUTLAND R. R. CO.,
FOR THE
YEAR ENDING JUNE, 1868.

TABLE A.

STOCK AND DEBTS.

TABLE B.

COST OF CONSTRUCTION.

Total cost of construction as per last report,

Expended since last report, viz:

For graduation and masonry,

“ bridges,

“ rails,

“ chairs, spikes and ties,

“ laying superstructure,

“ buildings and fixtures,

TABLE C.

EQUIPMENT.

Total cost of equipment as per last report,

Expended since last report,

Total cost of road and equipment,

TABLE D.

CHARACTERISTICS OF ROAD.

Length of road,	59 miles.
" " completed,	"
" " branches,	
" " side track,	5 miles.
Weight of rail per yard,	56 lbs.

CHARACTER AND LENGTH OF BRIDGING.

	No. of structures.	No. of spans.	Length of bridging in feet.
Trestle bridging,			
Truss bridging, 50 feet span and under,	10	10	400
Truss do., from 50 to 100 feet span,	8	8	520
Truss do., from 100 to 150 feet span,	6	6	660
Truss do., 150 feet span and over,	3	3	480
Draw bridges,			
Totals,	27	27	2,060

Number road crossings at grade,	60
Number of road crossings above and below grade,	
Number of cross-ties per mile,	2,348
Chairs, number per mile,	440-704
Whole number of switches on main track,	40

GRADIENTS AND ALIGNMENT.

Level, number of miles,
Maximum grade,
Amount of straight line, miles,
Amount of curved line, miles,
Maximum radius,

Minimum radius,
 Sum of ascents going in one direction,
 Sum of ascents going in opposite direction,
 Height of termini and summit above tide water,

BUILDINGS AND FIXTURES.

Passenger houses,		13
Freight houses,		
Engine houses,		3
Repair shops,		1
Water stations,		5
Dwellings,		1
Wood sheds,		4
Turn-Tables,		3

Other buildings, as follows :

EQUIPMENT.

Number of locomotives owned by the Company on the 30th day of June, 1868,

	Under 15 tons.	16 to 20.	20 to 25.	25 to 30.	30 tons and over.
In good repair,				3	
Requiring slight repairs,				1	
Requiring heavy repairs,					
Worn out,					

Number of cars owned by the Company, June 30, 1868,

First class 8 wheel passenger cars in good repair,	3
First class 8 wheel passenger cars wanting repair,	
Second class 8 wheel passenger cars in good repair,	
" " " " wanting repair,	

Baggage, express and mail cars in good repair,	3
Baggage, express and mail cars wanting repair,	
Covered freight and cattle 8 wheel cars in good repair,	15
Covered freight and cattle 8 wheel cars, wanting repair,	
Platform 8 wheel cars in good repair,	25
Other freight cars,	
Gravel cars,	
Average weight of passenger cars,	
do do baggage do	
do do box do	
do do platform do	

TABLE E.

BUSINESS OF THE YEAR.

Miles run by passenger trains,	
Miles run by freight trains,	
Miles run by gravel and construction trains,	
Miles run by wood trains,	
Number of through passengers carried in cars,*	1,541
Number of way passengers,	39,821
Number of passengers having passes,	
Number of miles traveled by way passengers,	657,968
Average distance traveled by way passengers,	
Number of miles traveled by passengers having <i>passes</i> ,	
Number of tons of through freight,	8,677
Number of tons of way freight,	29,081
Number of tons of way freight carried 1 mile,	833,088
Number of tons of through freight moved toward market,	
Number of tons of through freight moved from market,	

* This 1,541 is the number of passengers having Joint Tickets to and from stations on this road.

Number of tons of way freight moved towards market,	*
Number of tons of way freight moved from market,	
Average rate of speed of ordinary passenger trains,	20 m. pr. hour
Average rate of speed of express trains,	
Average rate of speed of freight trains,	12 " "
Rate of fare charged first class through passengers, per mile,	
Rate of fare charged first class way passengers, per mile,	
Average rate of fare charged second class passengers, per mile,	
Rate per ton per mile charged on 1st class through freight,	
Rate per ton per mile charged on 2d class through freight,	
Rate per ton per mile charged on 3d class through freight,	
Rate per ton per mile charged on 4th class through freight,	
Rate per ton per mile charged on 1st class way freight,	
Rate per ton per mile charged on 2d class way freight,	
Rate per ton per mile charged on 3d class way freight,	
Rate per ton per mile charged on 4th class way freight,	
Total number of tons of freight carried one mile,	1,171,224
Total number of passengers carried one mile,	719,674

TABLE F.

EXPENSES OF MAINTAINING ROADWAY AND REAL ESTATE.

For the year ending June 30, 1868.

Ordinary repairs of road bed and superstructure,	\$26,862 52
Extraordinary repairs of road bed,	
Cost of new rails used in repairs,	20,442 47
Number and weight of chairs, } Weight of spikes, } cost,	2,824 64
Cost of repairs of rails,	2,404 60
Number of cross ties used for renewals,	
Cost of same,	5,910 19
Cost of relaying rails and ties,	
Insurance and taxes on real estate,	856 87
Repairs of bridges,	2,769 09
do stations and furniture,	1,233 97
do fences,	1,765 84
do masonry, including road repairs,	
Total,	\$65,070 19

COST OF REPAIRS OF MACHINERY.

Repairs of engines and tenders,	\$3,297 69
Repairs of passenger and baggage cars, }	
Repairs of freight cars, }	*35,335 04
Repairs of tools and machinery in work shops,	472 96
Oil used about workshops, }	
Waste, }	159 94
Other items in detail as follows,	
Section cars and tools,	1,396 94
Total,	\$40,662 57

*Including 40 new freight cars.

TABLE G.

COST OF OPERATING THE ROAD.

	For the year ending	186 .
Wood, including the cost of preparing the same,	\$14,812	84
Number of cords of wood used by locomotives,		
do tons of coal, do		
Number of cords of wood used at stations,		
do tons of coal do		
Number of cords lost by fire,		
Number of gallons of oil,		
Number of pounds of waste,		
Cost of oil and waste for engines and tenders,		
do do pass. and bag. cars,	} 1,550 17	
do do freight cars & stations,		
Loss and damage of goods,		79 29
Loss and damage of baggage,		10 00
Damages for injuries to persons,		
Damages to property, including fire,		
and animals killed on road,		20 00
Office expenses and stationery,		
Agents at stations,		5,478 66
U. S. government taxes,		582 22
Labor loading and unloading freight,		
Porters and watchmen,		1,551 15
Switchmen,		499 96
Wood and water station expenses,		
Conductors and baggagemen,	{	
Brakemen,		3,451 75
Enginemen and firemen,		3,778 49
For salaries of trustees, president, directors, secretaries, treasurer, superintendent and clerks,		3,000 00

For printing, stationery,	583 38
For expenses, not mentioned above,	6,599 96
Other expenses in detail, as follows :	
Total,	\$41,997 87

RECAPITULATION OF EXPENSES.

Maintaining roadway,	\$65,070 19
Repairs of machinery,	40,662 57
Operating,	41,997 87
Proportion of expenses due to passenger business,	
Proportion of expenses due to freight business,	
Total,	\$147,730 63

TABLE H.

EARNINGS, RECEIPTS AND PAYMENTS.

Earnings and Receipts.

From passengers,	\$87,406 03
From freight,	74,765 45
From other sources, viz :	
Expresses,	5,700 00
Mails,	5,677 86
Rents,	136 00
Miscellaneous,	1,755 00
	\$125,440 34

Payments other than for Construction.

For transportation expenses, viz :

For passenger business,
For freight business,
For other business, and what,

For interest on funded debt,
For interest on floating debt,
For dividends,
For carried to surplus fund,
For amount of surplus fund,

VALUE OF MATERIALS ON HAND.

Wood, cords of,
Coal, tons of,
Oil, gallons of,
Waste, pounds of,
Iron rails, tons of, old,
Iron rails, tons of, new,
Chairs, pounds of,
Spikes, pounds of,
Ties, number of,
Iron and other metals, unwrought,
Iron and other metals, worked and partly
worked,
Lumber,

Other items specified as follows:

COST OF TRANSPORTATION.

Actual cost of transporting freight per ton,
per mile,
Actual cost of transporting passengers, per
mile,

DETAILS OF EARNINGS FOR THE YEAR ENDING
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SOURCE.	JULY.	AUGUST.	SEPTEMBER.	OCTOBER.	NOVEMBER.	DECEMBER.
Through passengers,						
Way passengers,	4,081 46	4,509 84	4,083 84	3,114 47	2,931 93	2,684 15
Through freight,						
Way freight,	7,602 42	7,543 61	7,230 19	1,847 11	7,263 76	4,107 79
Express,	475 00	475 00	475 00	475 00	475 00	475 00
Transport of mails,	475 00	475 00	475 00	475 00	475 00	475 00
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in details as follows:						
Total,						

DETAILS OF EARNINGS CONTINUED.

SOURCE.	JANUARY.	FEBRUARY.	MARCH.	APRIL.	MAY.	JUNE.
Through Passengers,						
Way passengers,	1,822 90	1,604 85	2,497 08	2,719 01	3,200 89	4,150 61
Through freight,						
Way freight,	3,089 70	3,150 70	3,659 09	7,993 21	7,848 35	8,429 52
Express,	475 00	475 00	475 00	475 00	475 00	475 00
Transport of mails,	475 00	475 00	475 00	484 52	491 67	491 67
Use of engines,						
Use of cars,						
Rent,						
Other earnings specified in detail, as follows:						
Total,						

TABLE I.

ACCIDENTS.

State the number of persons injured in life or limb, and the cause thereof, and whether passengers or persons employed.

State whether any such accidents have arisen from carelessness or negligence of any persons in the employ of the corporation, and whether such person is retained in the service of the corporation.

	EMPLOYEES.		OTHERS.	
	Killed.	Injured.	Killed.	Injured.
Trains thrown from track, Struck by bridge while on top of freight cars,				
Run over while walking on track,				
Injured at road crossing,				
Total,				

Total number of persons killed,

Total number of persons injured but not killed,

In addition to which must be given a statement of the date of each accident, the place where it occurred, the train, the cause and the extent of the injuries inflicted upon each person, and the name of such person.

TABLE J.

NUMBER OF EMPLOYEES AND COMPENSATION.

1 Conductor of passenger trains,

Amount of compensation, \$60 per month.

1 Conductor of mixed trains,	
Amount of compensation,	\$50 per month.
1 Conductor of wood and gravel trains, (part of the time),	
Amount of compensation,	\$50 do.
1 Master mechanic,	
Amount of compensation,	\$3.00 per day.
1 Road master,	
Amount of compensation,	\$800 per year.
Men in repair shops,	
Amount of compensation,	
1 Engineman of passenger trains,	
Amount of compensation,	\$80 per month.
2 Enginemen of freight trains,	
Amount of compensation,	\$50 to \$70 do.
1 Engineman of wood and gravel trains,	
Amount of compensation,	\$50 do.
4 Firemen,	
Amount of compensation,	\$40 do.
1 Baggage man,	
Amount of compensation,	\$50 do.
2 to 5 Switchmen,	
Amount of compensation,	\$40 do.
10 Section men, (foremen),	
Amount of compensation,	\$50 per month.
40 to 50 Section hands,	
Amount of compensation,	\$1.50 per day.
3 Watchmen,	
Amount of compensation,	\$1.33-\$1.45 do.
14 Station agents,	
Amount of compensation,	\$120-\$850 per year.
Other laborers,	
Amount of compensation,	

1 Clerk connected with passenger business,)
 Amount of compensation, }
 1 Clerk connected with freight business, } \$1,000 pr. yr.
 Amount of compensation,
 Superintendent of bridges—salary,
 Wood agent,
 Other agents—how employed—and the salary of each, as follows, viz :

OFFICERS OF THE COMPANY.

SALARIES.

Trustees,	
Agent,	
Superintendent,	\$2,000 per year.
Treasurer,	

STATE OF VERMONT, } 17th day of September, 1868.
 BENNINGTON COUNTY, ss. }

I, H. M. Stanton, Asst. Treasurer of the Bennington and Rutland Railroad Company, do solemnly swear that the above is a true statement of the condition of the finances of said company, their trustees, or assignees or lessees, on the 30th day of June, 1868.

H. M. STANTON, *Asst. Treasurer.*

Sworn before me,

C. E. HOUGHTON,
Notary Public.

STATE OF VERMONT, }
 BENNINGTON COUNTY, ss. }

I, T. W. PARK, depose and say that the facts set forth,

and statements made in the foregoing report, which has been signed by H. M. Stanton, are true and correct according to the best of my knowledge, information and belief.

Signed,

T. W. PARK.

Subscribed and sworn to before me this 17th day of Sept.
1868.

C. E. HOUGHTON,

Notary Public.

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